Basic Application Training for SMALL CITIES

FY 2008 Funding Programs

Washington State
Transportation Improvement Board

Introduction

- Why is TIB Here
- Why are You Here

Agenda for Today

- TIB Funding Programs Overview
- Small City Application Process
- Completing Application Forms
- Strategies for Success

TIB Definitions

Average Daily Traffic
The average number of vehicles passing through a segment of road in both directions on a daily basis

PS&E Package
Plans, contract specifications and engineer's estimate required to advertise the project

Truck Route
A route classified as a truck route on the Washington freight and goods classification system. The route classification is based on the average gross annual truck tonnage they carry

The tonnage classifications used are as follows:

T-1	*more than 10 million tons per year*
T-2	*4 million to 10 million tons per year*
T-3	*300,000 to 4 million tons per year*
T-4	*100,000 to 300,000 tons per year*
T-5	*at least 20,000 tons in 60 days*

Termini
The beginning and ending points for the project

TIB Funding Program Matrix

PROGRAM ELIGIBILITY

Funding Programs	Eligible Agencies
URBAN ARTERIAL PROGRAM (UAP) *formerly Arterial Improvement Program (AIP)* • Projects reduce congestion and improve safety, geometrics, and structural concerns.	*All Urban Cities AND Urban Counties*
URBAN CORRIDOR PROGRAM (UCP) *formerly Transportation Partnership Program (TPP)* • Projects support economic development and provide environmentally responsive solutions to our statewide transportation system needs.	*Incorporated Cities 5,000 & over Population AND Urban Counties*
SMALL CITY ARTERIAL PROGRAM (SCAP) *formerly Small City Program (SCAP)* • Projects preserve and improve the roadway system in a manner that is consistent with local needs.	*Incorporated Cities under 5,000 Population*
SIDEWALK PROGRAM (SP) *formerly Pedestrian Safety & Mobility Program (SP)* • Projects enhance and promote pedestrian safety and mobility by providing access and addressing pedestrian system continuity and connectivity.	*Urban Program – same as UAP* *Small City Program – same as SCAP*

PROGRAM SELECTION CRITERIA

	Urban			Small City	
Criteria	**UAP**	**UCP**	**SP**	**SCAP**	**SP**
Safety	50	10	50	40	50
Mobility	20	35			
Pavement Condition	15			30	
Mode Accessibility	10	10			
Local Support	5	30	20	30	20
Growth & Development		15			
Pedestrian Movement			30		30
Total Points	**100**	**100**	**100**	**100**	**100**

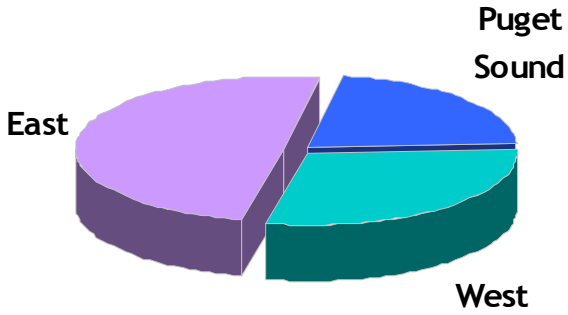
HISTORIC (FY 2004-2007) FUNDING LEVEL CUTOFF RATINGS

	UAP	UCP	Urban SP	SCAP	Small City SP
East		49-60	64-76	73-86	61-73
West		57-70	78-83	70-82	57-72
Puget Sound	68-76	67-72	72-82	60-84	50-74
Northwest	49-66				
Northeast	57-62				
Southeast	52-67				
Southwest	54-66				

FY 2008 Target Program Sizes

Regional Allocation of Funding

- Funds are distributed regionally based on small city population
- Population factors are updated annually based on OFM population counts



SCAP Target Program Size: **$5-8 Million**

Fund distribution is as follows:

Region	Percent	Funds
East	49.3%	$3.95 M
Puget Sound	21.4%	$1.71 M
West	29.2%	$2.34 M

Small City SP Target Program Size: **$1-1.5 Million**

SP Fund distribution is as follows:

Region	Percent	Funds
East	49.3%	$740,000
Puget Sound	21.4%	$321,000
West	29.2%	$439,000

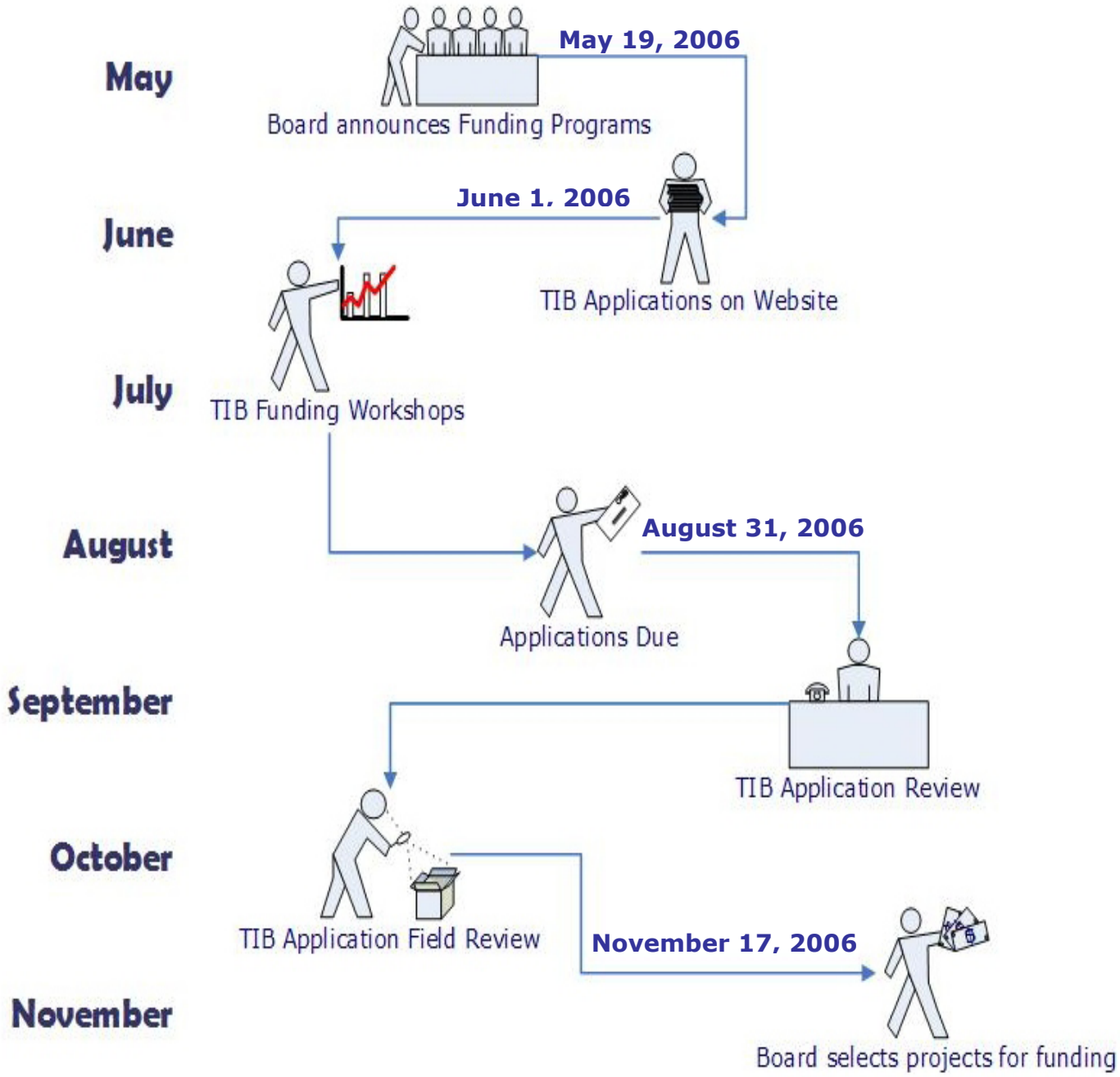
Small City Preservation Program (SCPP)

Funding: **$2 Million per Biennium**

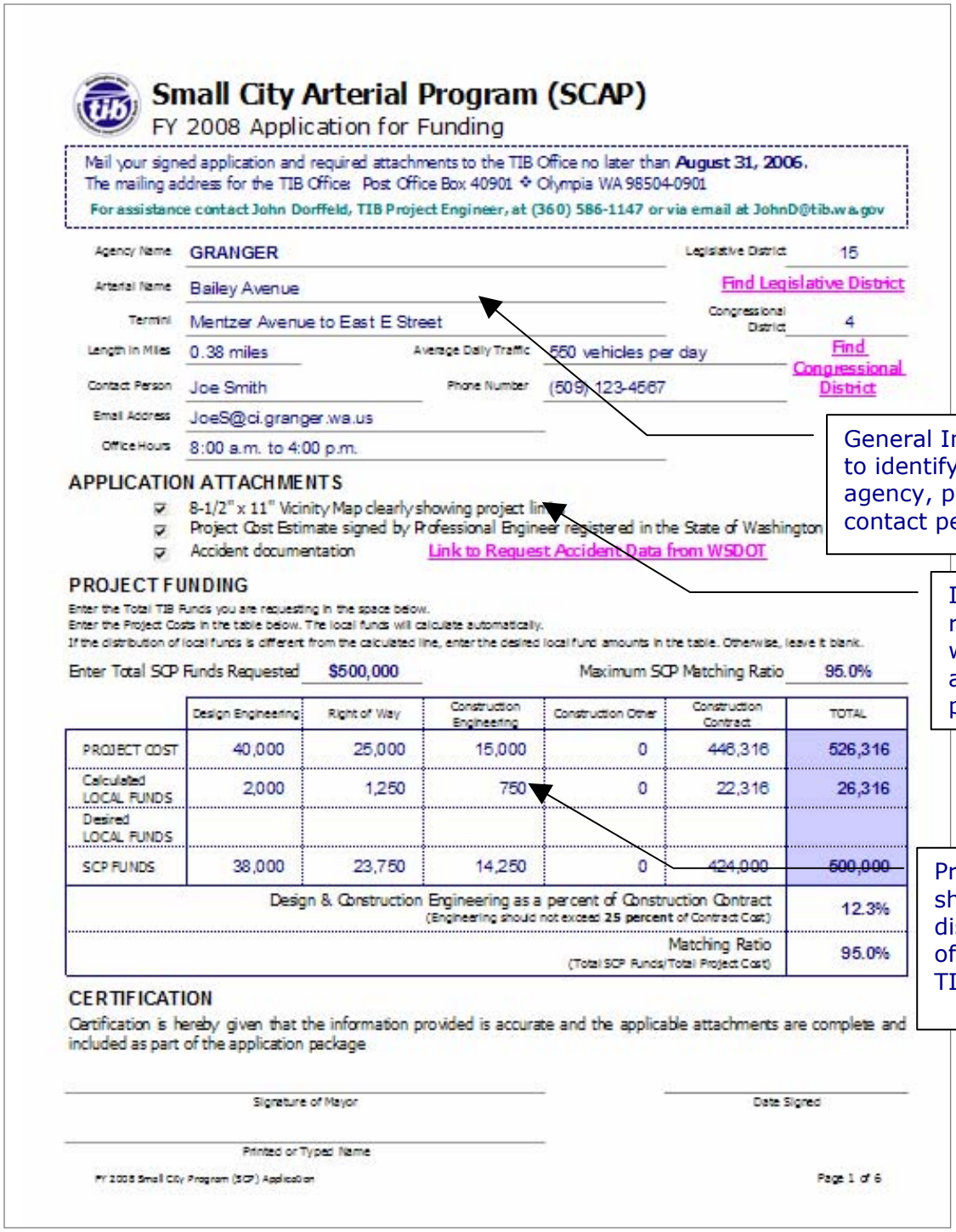
- Created by 2005 Legislative Action
- Provide funding for overlay or chip seal and associated sidewalk maintenance

- 31 projects funded in FY 2007
- Next application cycle June 2007

TIB Funding Timeline



FY 2008 Small City Application



Small City Arterial Program (SCAP)

FY 2008 Application for Funding

Mail your signed application and required attachments to the TIB Office no later than **August 31, 2006.**
The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901

For assistance contact John Dorffeld, TIB Project Engineer, at (360) 586-1147 or via email at JohnD@tib.wa.gov

Agency Name: GRANGER — Legislative District: 15
Arterial Name: Bailey Avenue — Find Legislative District
Termini: Mentzer Avenue to East E Street — Congressional District: 4
Length in Miles: 0.38 miles — Average Daily Traffic: 550 vehicles per day — Find Congressional District
Contact Person: Joe Smith — Phone Number: (509) 123-4567
Email Address: JoeS@ci.granger.wa.us
Office Hours: 8:00 a.m. to 4:00 p.m.

APPLICATION ATTACHMENTS

- ☑ 8-1/2" x 11" Vicinity Map clearly showing project lin
- ☑ Project Cost Estimate signed by Professional Engineer registered in the State of Washington
- ☑ Accident documentation — Link to Request Accident Data from WSDOT

PROJECT FUNDING

Enter the Total TIB Funds you are requesting in the space below.
Enter the Project Costs in the table below. The local funds will calculate automatically.
If the distribution of local funds is different from the calculated line, enter the desired local fund amounts in the table. Otherwise, leave it blank.

Enter Total SCP Funds Requested: $500,000 — Maximum SCP Matching Ratio: 95.0%

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	TOTAL
PROJECT COST	40,000	25,000	15,000	0	446,316	526,316
Calculated LOCAL FUNDS	2,000	1,250	750	0	22,316	26,316
Desired LOCAL FUNDS						
SCP FUNDS	38,000	23,750	14,250	0	424,000	500,000
Design & Construction Engineering as a percent of Construction Contract (Engineering should not exceed **25 percent** of Contract Cost)						12.3%
Matching Ratio (Total SCP Funds/Total Project Cost)						95.0%

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package

Signature of Mayor — Date Signed

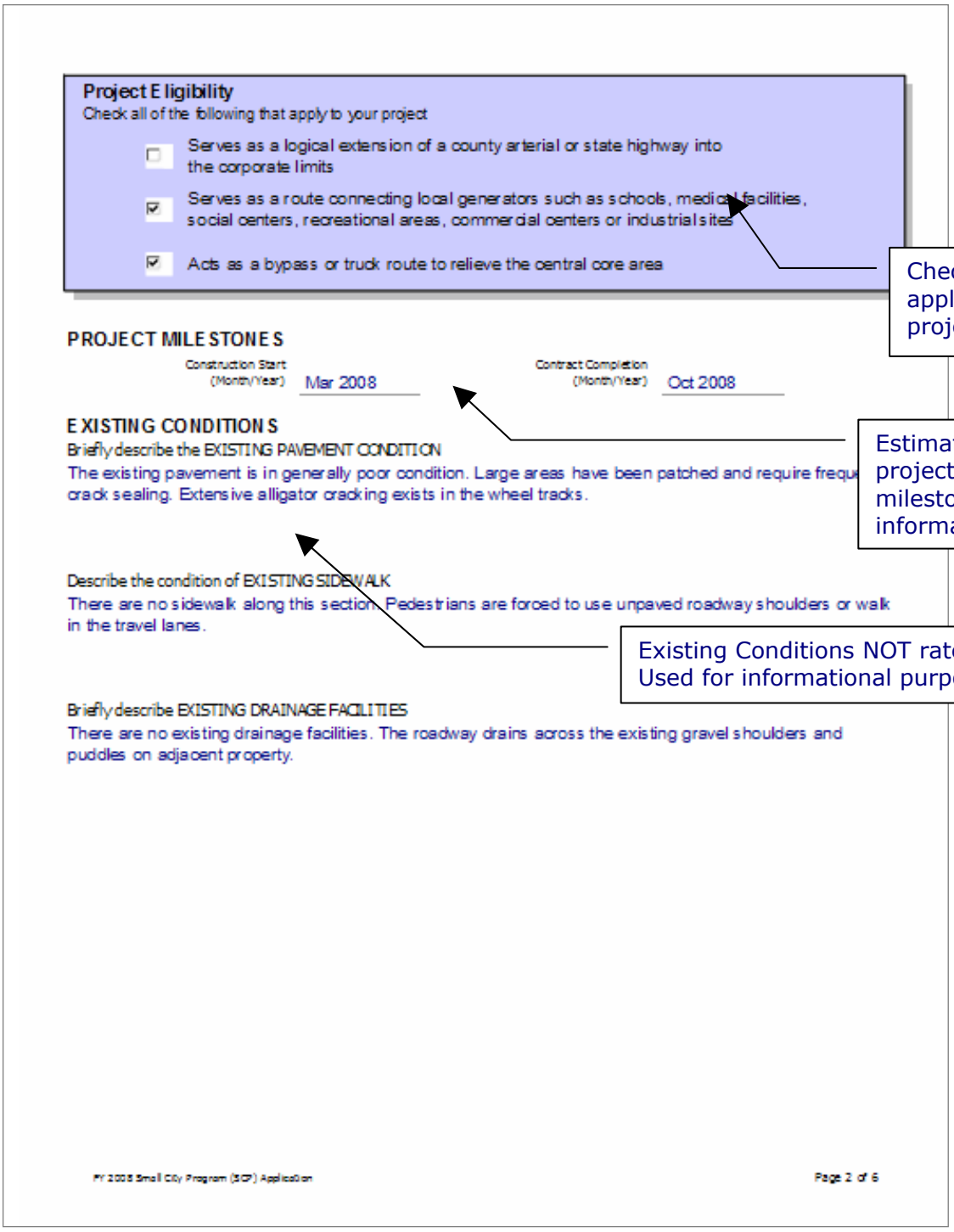
Printed or Typed Name

FY 2008 Small City Program (SCP) Application — Page 1 of 6

General Information to identify the agency, project and contact person

Information required with your application package

Project cost showing distribution of Local & TIB funding


Project Eligibility
Check all of the following that apply to your project
Serves as a logical extension of a county arterial or state highway into the corporate limits
Serves as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites
Acts as a bypass or truck route to relieve the central core area
Check all that apply to your project
PROJECT MILESTONES
Construction Start (Month/Year) Mar 2008
Contract Completion (Month/Year) Oct 2008
Estimated project milestones for information only
EXISTING CONDITIONS
Briefly describe the EXISTING PAVEMENT CONDITION
The existing pavement is in generally poor condition. Large areas have been patched and require frequ
crack sealing. Extensive alligator cracking exists in the wheel tracks.
Describe the condition of EXISTING SIDEWALK
There are no sidewalk along this section. Pedestrians are forced to use unpaved roadway shoulders or walk in the travel lanes.
Existing Conditions NOT rated
Used for informational purposes only
Briefly describe EXISTING DRAINAGE FACILITIES
There are no existing drainage facilities. The roadway drains across the existing gravel shoulders and puddles on adjacent property.
FY 2008 Small City Program (SCP) Application
Page 2 of 6

PROJECT ELEMENTS

Give a brief description or select the appropriate response for each component of proposed project work

ROAD SURFACING IMPROVEMENTS

Select one of the following

- [x] Reconstruction - includes sidewalk on at least one side
- [ ] Overlay Existing Pavement ADDING new sidewalk
- [ ] Overlay Existing Pavement WITHOUT adding new sidewalk
- [ ] New Roadway

Project Elements NOT rated
For informational use only

Describe DRAINAGE & WATER QUALITY IMPROVEMENTS

Curb and gutter will be constructed to direct storm water into catch basins and dry wells where water will be allowed to infiltrate into the ground. In addition, water quality will be improved by installing sediment traps in each catch basin.

Describe TRAFFIC SIGNALIZATION & ILLUMINATION IMPROVEMENTS

Street lights will be added along the school frontage.

Describe LANDSCAPING & AESTHETIC ELEMENTS of the project

A grass buffer strip with street trees will be added along the school frontage on the north side of Bailey Avenue.

RELOCATION of EXISTING UTILITIES

Select all of the following that apply to your project

- [ ] Relocate Existing Underground Utilities to New Underground Location
- [ ] Relocate Overhead Utilities to Underground Location
- [x] Relocate Overhead Utilities to New Overhead Location
- [ ] No Utility Relocation Required

OTHER ELEMENTS

The narrow box culvert over the Sunnyside Valley Irrigation Canal will be widened to allow construction of two 12 foot travel lanes and a 6 foot sidewalk along the north side of the road.

SAFETY

Provide vehicle accident history for the last three years occurring
Accident documentation **must** be attached so TIB staff can analyze the information

Number of Property Damage Only Accidents	4
Number of Injuries	1
Number of Fatalities	0

Agency must provide accident data
See SCAP SAFETY Accident History

Briefly describe existing hazard(s) within the project limits

Hazard 1 The lack of adequate storm water facilities result in ponding along the edge of the travel lanes and on the shoulders in even moderate storm events.

Hazard 2 The lack of sidewalks force school children to use unpaved shoulder or walk in The shoulder is also used for snow storage compounding danger for children fo shoulder into the street.

Hazard 3 The turning radii for the intersection of Bailey Avenue and East E Street is not s handle truck and school bus turning movements. Trucks and buses swing out i opposing lane. This condition has resulted in a number of near miss collisions.

Hazard 4 Fixed objects (Trees and Power Poles) are located just off the edge of pavement creating visibility and clear zone hazards.

Hazards are existing conditions WITHOUT accident history to substantiate the problem
See SCAP SAFETY Potential Safety Hazards

List Generators of Pedestrian and/or Bicycle Traffic

This route is a main walking route between Granger Middle School and the Central Business District. In addition, a City Park and Granger High School are located just north of Bailey Avenue on Mentzer Avenue

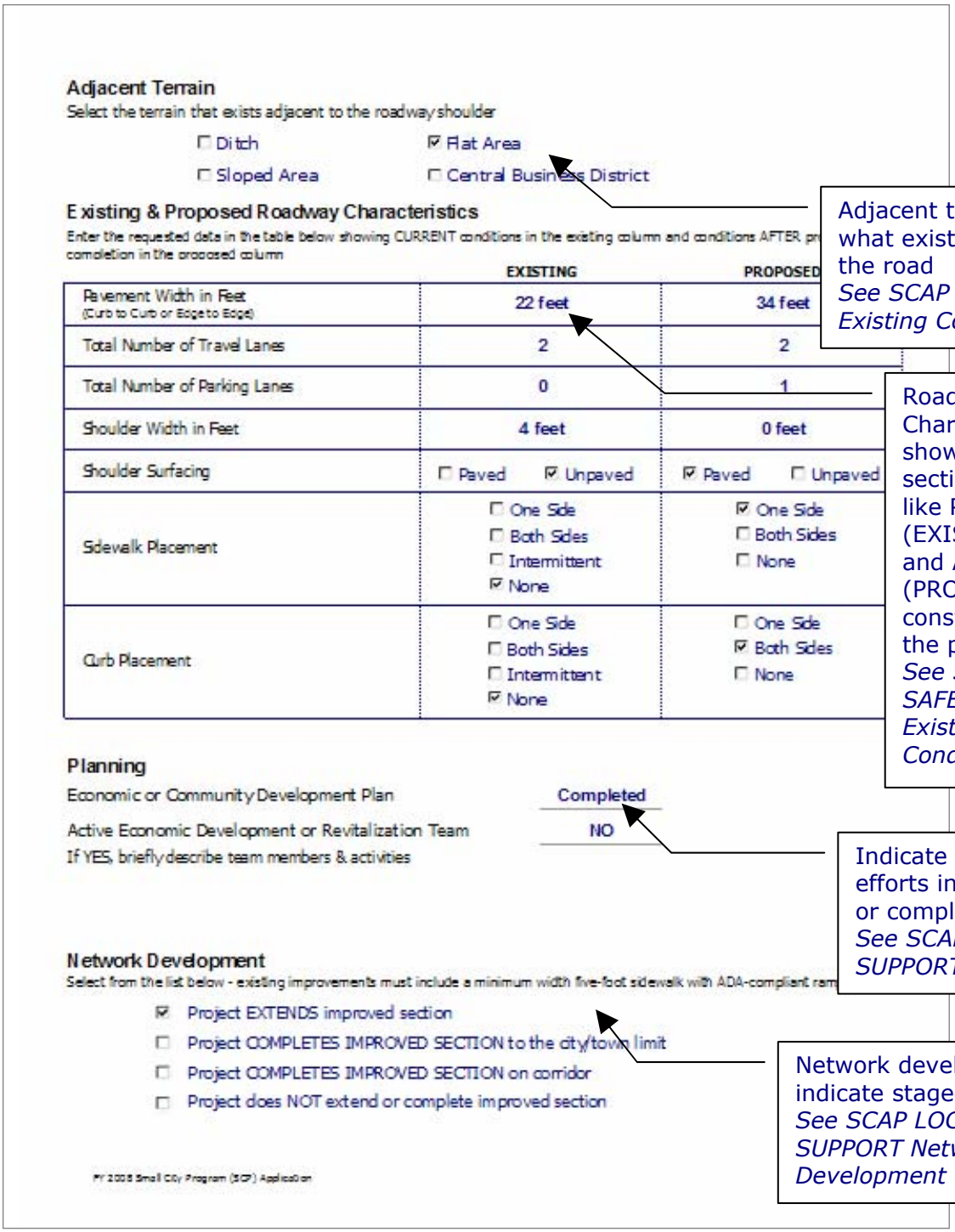
Describe destinations that generate pedestrian or bicycle traffic
See SCAP SAFETY Existing Conditions

School Bus Route YES Transit Bus Route NO

Select Truck Route Classification from list below

Select one of the following

- ☐ **T-1** *10 Million Tons Annually*
- ☐ **T-2** *4 to 10 Million Tons Annually*
- ☐ **T-3** *300 Thousand to 4 Million Tons Annually*
- ☑ **T-4** *100 to 300 Thousand Tons Annually*
- ☐ **T-5** *Over 20 Thousand Tons in 60 Days*
- ☐ **NOT** a Classified Truck Route



Adjacent Terrain

Select the terrain that exists adjacent to the roadway shoulder

☐ Ditch ☑ Flat Area

☐ Sloped Area ☐ Central Business District

Existing & Proposed Roadway Characteristics

Enter the requested data in the table below showing CURRENT conditions in the existing column and conditions AFTER pr
completion in the proposed column

	EXISTING	PROPOSED
Pavement Width in Feet (Curb to Curb or Edge to Edge)	22 feet	34 feet
Total Number of Travel Lanes	2	2
Total Number of Parking Lanes	0	1
Shoulder Width in Feet	4 feet	0 feet
Shoulder Surfacing	☐ Paved ☑ Unpaved	☑ Paved ☐ Unpaved
Sidewalk Placement	☐ One Side ☐ Both Sides ☐ Intermittent ☑ None	☑ One Side ☐ Both Sides ☐ None
Curb Placement	☐ One Side ☐ Both Sides ☐ Intermittent ☑ None	☐ One Side ☑ Both Sides ☐ None

Planning

Economic or Community Development Plan — Completed

Active Economic Development or Revitalization Team — NO

If YES, briefly describe team members & activities

Network Development

Select from the list below - existing improvements must include a minimum width five-foot sidewalk with ADA-compliant ram

☑ Project EXTENDS improved section

☐ Project COMPLETES IMPROVED SECTION to the city/town limit

☐ Project COMPLETES IMPROVED SECTION on corridor

☐ Project does NOT extend or complete improved section

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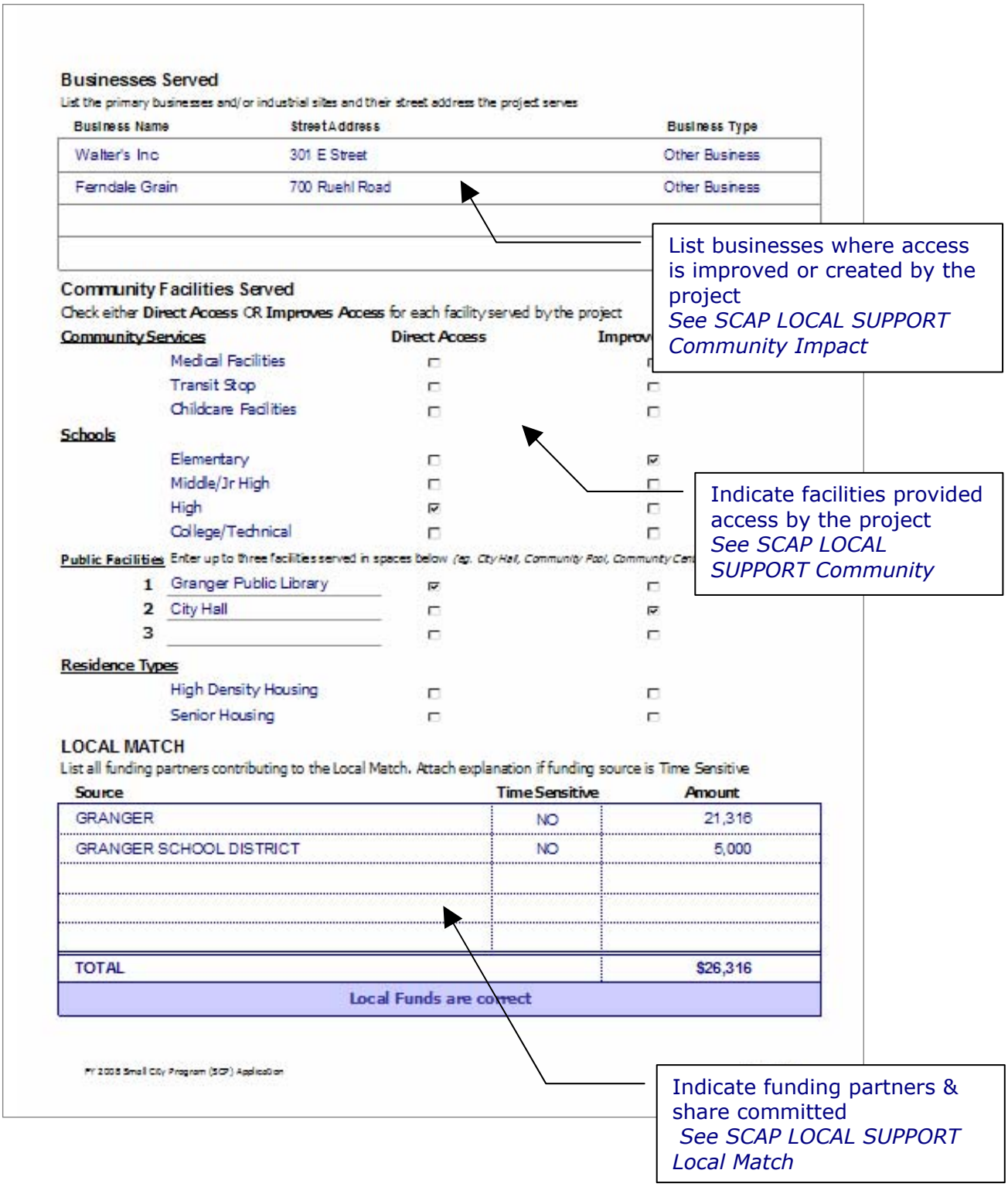
Adjacent terrain is what exists next to the road
See SCAP SAFETY Existing Conditions

Roadway Characteristics shows what the section looks like PRIOR to (EXISTING) and AFTER (PROPOSED) construction of the project
See SCAP SAFETY Existing Conditions

Indicate planning efforts in progress or completed
See SCAP LOCAL SUPPORT Planning

Network development indicate staged projects
See SCAP LOCAL SUPPORT Network Development



Businesses Served

List the primary businesses and/or industrial sites and their street address the project serves

Business Name	Street Address	Business Type
Walter's Inc	301 E Street	Other Business
Ferndale Grain	700 Ruehl Road	Other Business

Community Facilities Served

Check either **Direct Access** OR **Improves Access** for each facility served by the project

Community Services	Direct Access	Improv
Medical Facilities	☐	☐
Transit Stop	☐	☐
Childcare Facilities	☐	☐
Schools		
Elementary	☐	☑
Middle/Jr High	☐	☐
High	☑	☐
College/Technical	☐	☐
Public Facilities Enter up to three facilities served in spaces below *(eg. City Hall, Community Pool, Community Cen*		
1 Granger Public Library	☑	☐
2 City Hall	☐	☑
3	☐	☐
Residence Types		
High Density Housing	☐	☐
Senior Housing	☐	☐

LOCAL MATCH

List all funding partners contributing to the Local Match. Attach explanation if funding source is Time Sensitive

Source	Time Sensitive	Amount
GRANGER	NO	21,316
GRANGER SCHOOL DISTRICT	NO	5,000
TOTAL		$26,316
Local Funds are correct		

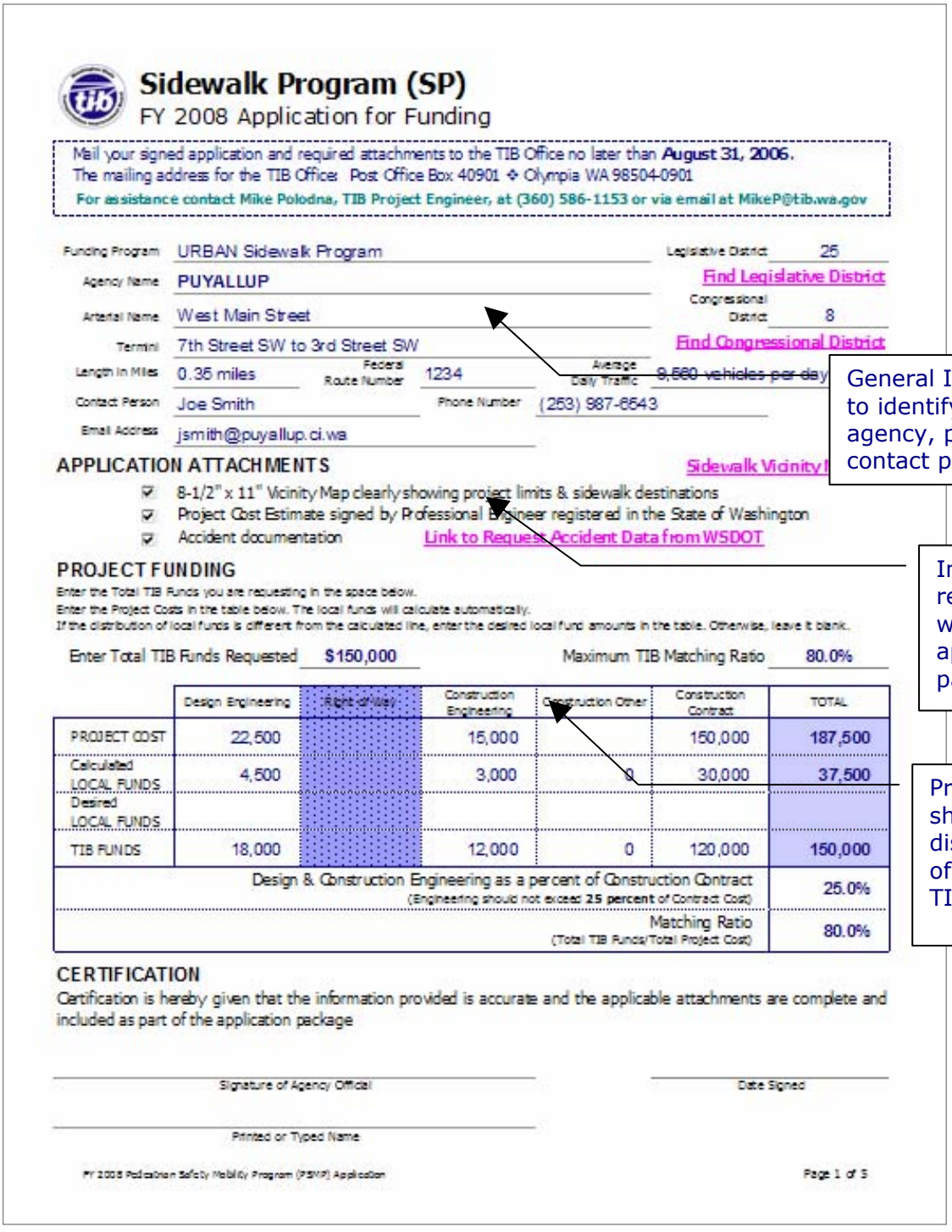
FY 2008 Small City Program (SCP) Application

List businesses where access is improved or created by the project
See SCAP LOCAL SUPPORT Community Impact

Indicate facilities provided access by the project
See SCAP LOCAL SUPPORT Community

Indicate funding partners & share committed
See SCAP LOCAL SUPPORT Local Match

FY 2008 Sidewalk Program Application



Sidewalk Program (SP)

FY 2008 Application for Funding

Mail your signed application and required attachments to the TIB Office no later than **August 31, 2006.**
The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901
For assistance contact Mike Polodna, TIB Project Engineer, at (360) 586-1153 or via email at MikeP@tib.wa.gov

Funding Program: URBAN Sidewalk Program
Legislative District: 25
Find Legislative District
Agency Name: PUYALLUP
Congressional District: 8
Arterial Name: West Main Street
Find Congressional District
Termini: 7th Street SW to 3rd Street SW
Length in Miles: 0.35 miles
Federal Route Number: 1234
Average Daily Traffic: 9,660 vehicles per day
Contact Person: Joe Smith
Phone Number: (253) 987-6643
Email Address: jsmith@puyallup.ci.wa

APPLICATION ATTACHMENTS

Sidewalk Vicinity M

- ☑ 8-1/2" x 11" Vicinity Map clearly showing project limits & sidewalk destinations
- ☑ Project Cost Estimate signed by Professional Engineer registered in the State of Washington
- ☑ Accident documentation — Link to Request Accident Data from WSDOT

PROJECT FUNDING

Enter the Total TIB Funds you are requesting in the space below.
Enter the Project Costs in the table below. The local funds will calculate automatically.
If the distribution of local funds is different from the calculated line, enter the desired local fund amounts in the table. Otherwise, leave it blank.

Enter Total TIB Funds Requested: $150,000
Maximum TIB Matching Ratio: 80.0%

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	TOTAL
PROJECT COST	22,500		15,000		150,000	187,500
Calculated LOCAL FUNDS	4,500		3,000	0	30,000	37,500
Desired LOCAL FUNDS						
TIB FUNDS	18,000		12,000	0	120,000	150,000
Design & Construction Engineering as a percent of Construction Contract (Engineering should not exceed **25 percent** of Contract Cost)						25.0%
Matching Ratio (Total TIB Funds/Total Project Cost)						80.0%

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package

Signature of Agency Official — Date Signed

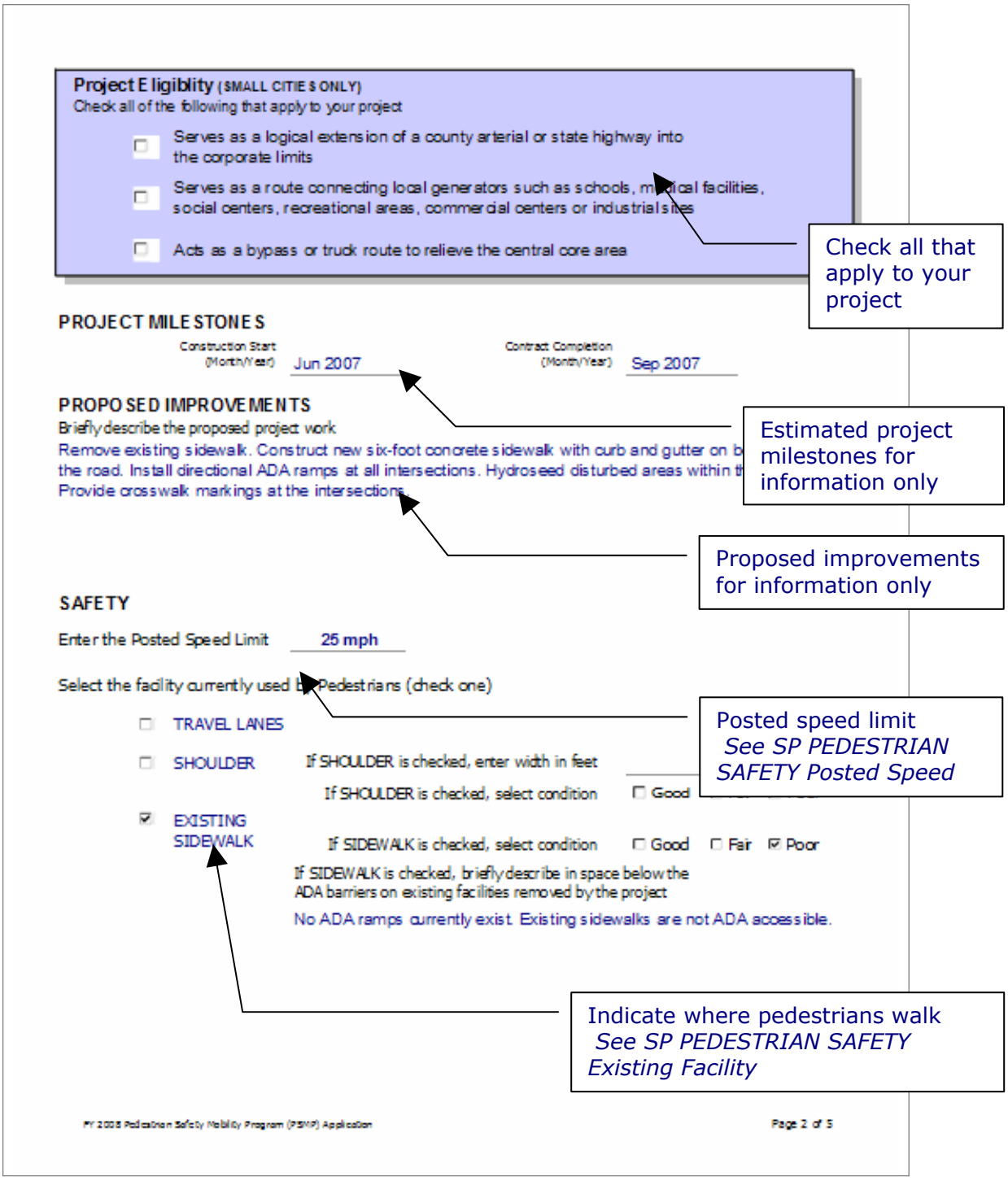
Printed or Typed Name

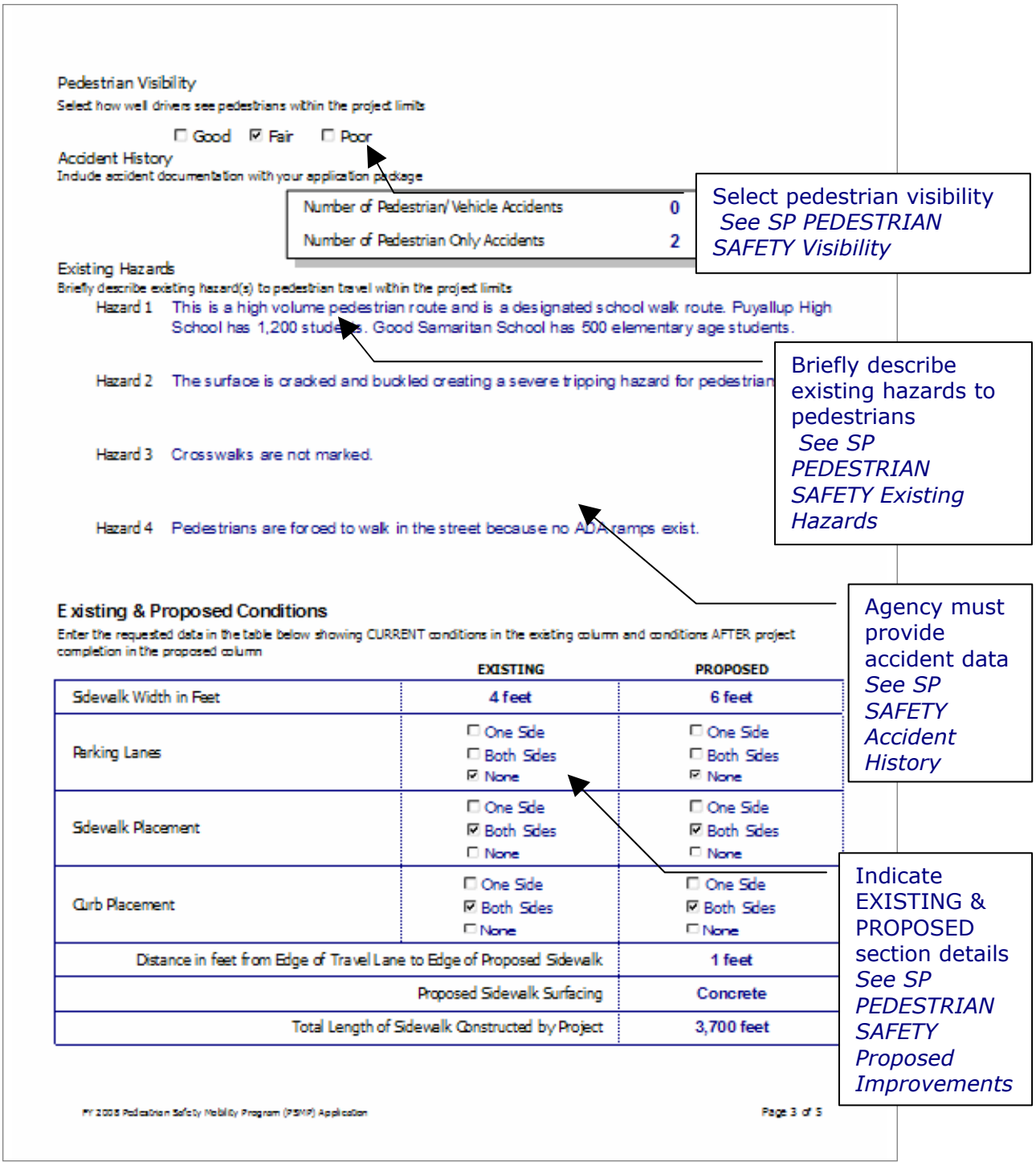
FY 2008 Pedestrian Safety Mobility Program (PSMP) Application — Page 1 of 5

General Information to identify the agency, project and contact person

Information required with your application package

Project cost showing distribution of Local & TIB funding


Project Eligiblity (SMALL CITIES ONLY)
Check all of the following that apply to your project
Serves as a logical extension of a county arterial or state highway into the corporate limits
Serves as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites
Acts as a bypass or truck route to relieve the central core area
Check all that apply to your project
PROJECT MILESTONES
Construction Start (Month/Year) Jun 2007
Contract Completion (Month/Year) Sep 2007
PROPOSED IMPROVEMENTS
Briefly describe the proposed project work
Remove existing sidewalk. Construct new six-foot concrete sidewalk with curb and gutter on b
the road. Install directional ADA ramps at all intersections. Hydroseed disturbed areas within t
Provide crosswalk markings at the intersections.
Estimated project milestones for information only
Proposed improvements for information only
SAFETY
Enter the Posted Speed Limit 25 mph
Select the facility currently used by Pedestrians (check one)
TRAVEL LANES
SHOULDER
If SHOULDER is checked, enter width in feet
If SHOULDER is checked, select condition Good
EXISTING SIDEWALK
If SIDEWALK is checked, select condition Good Fair Poor
If SIDEWALK is checked, briefly describe in space below the ADA barriers on existing facilities removed by the project
No ADA ramps currently exist. Existing sidewalks are not ADA accessible.
Posted speed limit See SP PEDESTRIAN SAFETY Posted Speed
Indicate where pedestrians walk See SP PEDESTRIAN SAFETY Existing Facility
FY 2008 Pedestrian Safety Mobility Program (PSMP) Application
Page 2 of 5



Pedestrian Visibility

Select how well drivers see pedestrians within the project limits

☐ Good ☑ Fair ☐ Poor

Accident History

Include accident documentation with your application package

Number of Pedestrian/Vehicle Accidents	0
Number of Pedestrian Only Accidents	2

Existing Hazards

Briefly describe existing hazard(s) to pedestrian travel within the project limits

Hazard 1 This is a high volume pedestrian route and is a designated school walk route. Puyallup High School has 1,200 students. Good Samaritan School has 500 elementary age students.

Hazard 2 The surface is cracked and buckled creating a severe tripping hazard for pedestrian

Hazard 3 Crosswalks are not marked.

Hazard 4 Pedestrians are forced to walk in the street because no ADA ramps exist.

Existing & Proposed Conditions

Enter the requested data in the table below showing CURRENT conditions in the existing column and conditions AFTER project completion in the proposed column

	EXISTING	PROPOSED
Sidewalk Width in Feet	4 feet	6 feet
Parking Lanes	☐ One Side ☐ Both Sides ☑ None	☐ One Side ☐ Both Sides ☑ None
Sidewalk Placement	☐ One Side ☑ Both Sides ☐ None	☐ One Side ☑ Both Sides ☐ None
Curb Placement	☐ One Side ☑ Both Sides ☐ None	☐ One Side ☑ Both Sides ☐ None
Distance in feet from Edge of Travel Lane to Edge of Proposed Sidewalk		1 feet
Proposed Sidewalk Surfacing		Concrete
Total Length of Sidewalk Constructed by Project		3,700 feet

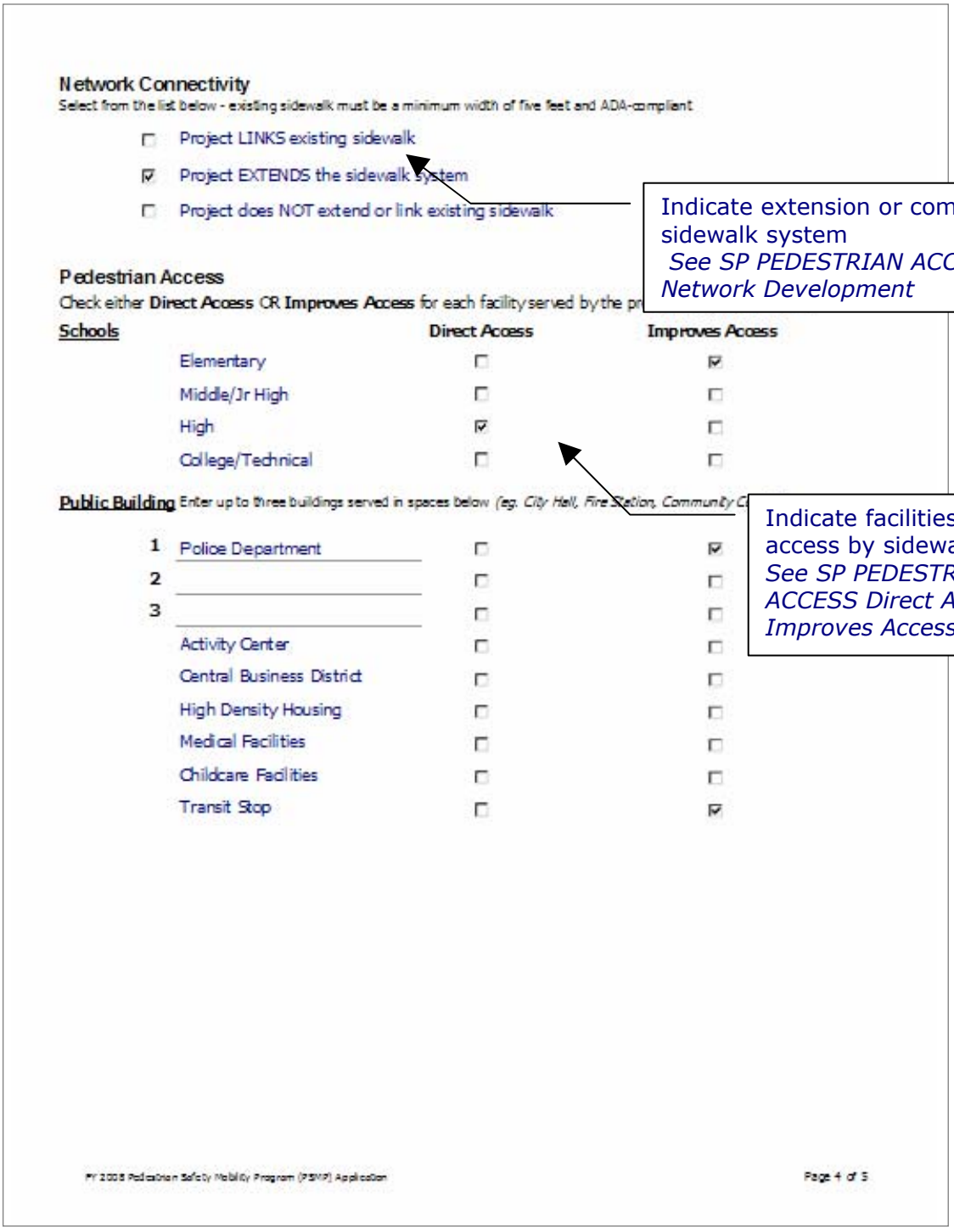
FY 2008 Pedestrian Safety Mobility Program (PSMP) Application Page 3 of 5

Select pedestrian visibility *See SP PEDESTRIAN SAFETY Visibility*

Briefly describe existing hazards to pedestrians *See SP PEDESTRIAN SAFETY Existing Hazards*

Agency must provide accident data *See SP SAFETY Accident History*

Indicate EXISTING & PROPOSED section details *See SP PEDESTRIAN SAFETY Proposed Improvements*



Network Connectivity

Select from the list below - existing sidewalk must be a minimum width of five feet and ADA-compliant

- ☐ Project LINKS existing sidewalk
- ☑ Project EXTENDS the sidewalk system
- ☐ Project does NOT extend or link existing sidewalk

Indicate extension or completion of sidewalk system
See SP PEDESTRIAN ACCESS Network Development

Pedestrian Access

Check either **Direct Access** OR **Improves Access** for each facility served by the pr

Schools	Direct Access	Improves Access
Elementary	☐	☑
Middle/Jr High	☐	☐
High	☑	☐
College/Technical	☐	☐

Public Building Enter up to three buildings served in spaces below *(eg. City Hall, Fire Station, Community C*

1	Police Department	☐	☑
2		☐	☐
3		☐	☐
	Activity Center	☐	☐
	Central Business District	☐	☐
	High Density Housing	☐	☐
	Medical Facilities	☐	☐
	Childcare Facilities	☐	☐
	Transit Stop	☐	☑

Indicate facilities provided access by sidewalk
See SP PEDESTRIAN ACCESS Direct Access OR Improves Access

FY 2008 Pedestrian Safety Mobility Program (PSMP) Application Page 4 of 5

COMMUNITY IMPACT

Briefly describe the impact on your community

Explain how the project involves revitalization, creates or improves access to business, industrial or community centers

The project replaces narrow, deteriorated sidewalk with ADA-compliant smooth surfaced walkways. The sidewalks improve pedestrian access to the schools at the west terminus. The project supports the school district's Walk to School program which promotes walking instead of driving for exercise and a reduction in vehicle volumes in the school zone.

Sidewalk reconstruction was completed on Main Street between 3rd Street SW and Me
extends the ADA-compliant sidewalk system and improves access to the Sounder Stat

Briefly describe how project serves community
See SP LOCAL SUPPORT Community Impact

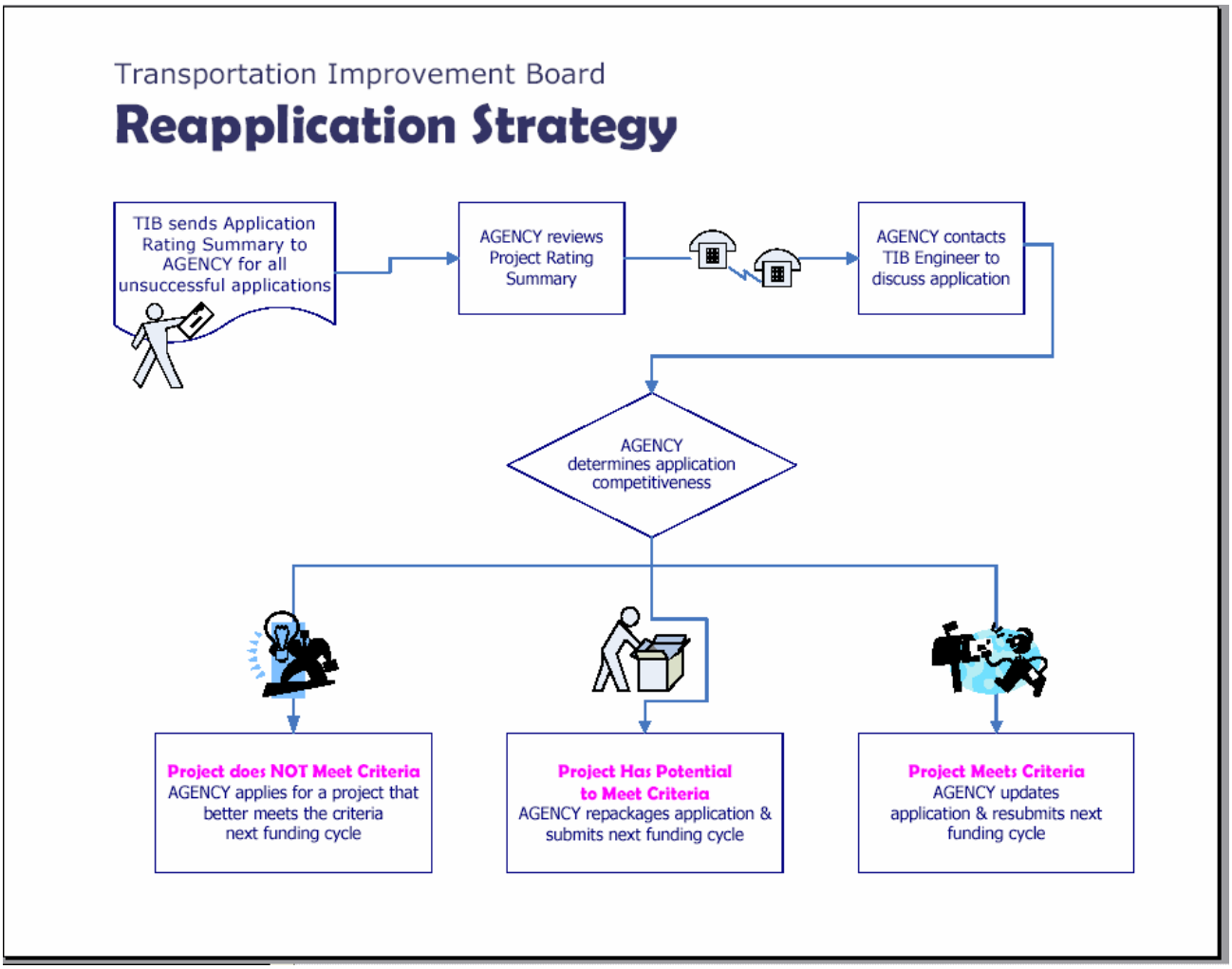
LOCAL MATCH

List all funding partners contributing to the Local Match

SOURCE	AMOUNT
PUYALLUP	30,000
School District	7,500
TOTAL	$37,500
Local Funds are correct	

Indicate funding partners & share committed
See SP LOCAL SUPPORT Local Match

What to do if you are Not Successful…



Successful Applicants…

- Ensure Proposed Project fits the Program's Intent
- Answer All Questions Accurately and to the Point
- Include ALL Required Attachments
- Have Application Package Postmarked no later than August 31, 2006
- Contact their TIB Project Engineer for Assistance

Your Project Was Selected…

- Project Timeline is Critical
  - **SCAP** *Under contract 2½ years after Project Selection*
  - **SP** *Completed within 2½ years after Project Selection*
- Project Delay Ramifications
- Implications of Executive Order 05-05
- Increased Cost does not mean Increased TIB Funds
- Submit Timely Payment Requests
- Eligible Work
  - **Utility Relocation**

Summary

- TIB Funding Programs
- When & How to Apply for Funding
- Strategies for Success

Conclusion

- Questions
- Evaluations

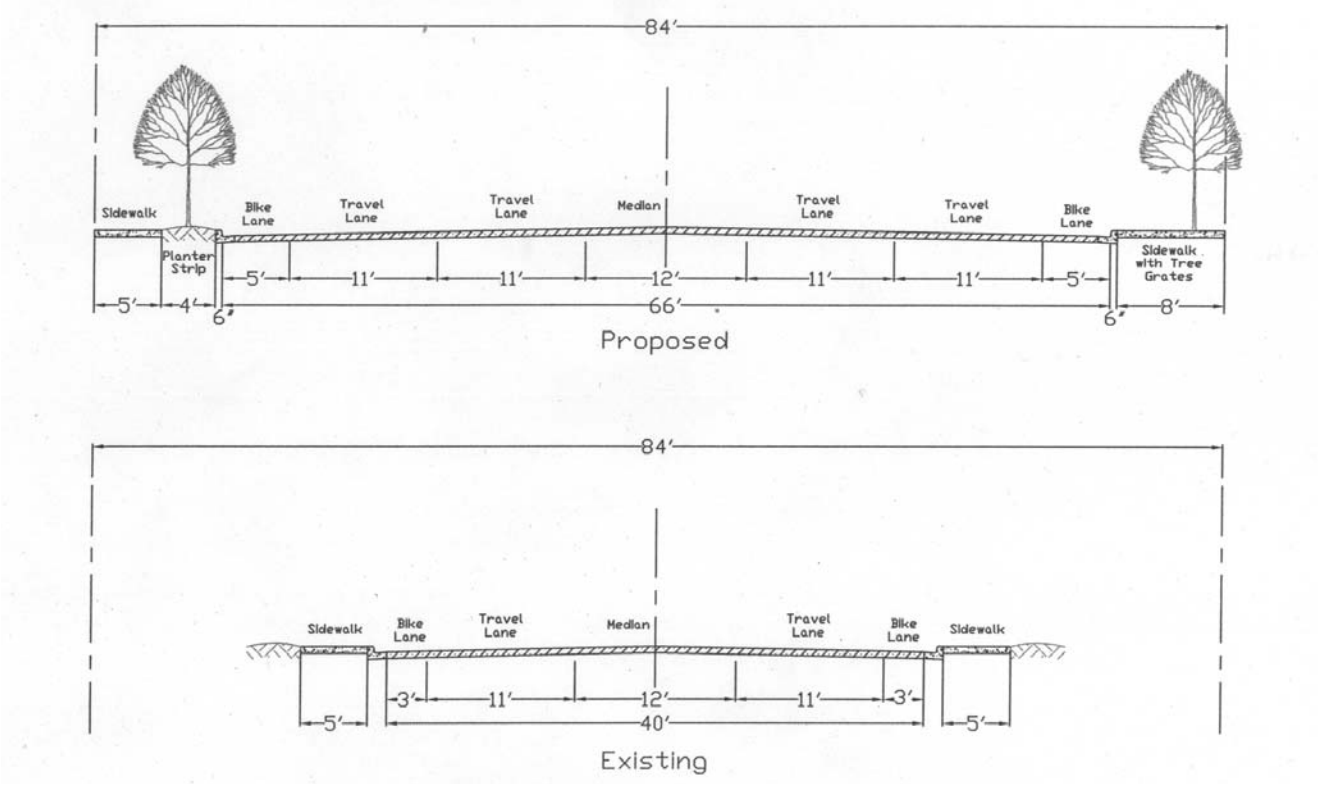
Small City Rating Exercises

Small City Rating Exercises

Potential Safety Hazards

Location 1
Hazard 1
Hazard 2
Hazard 3
Hazard 4

Location 2
Hazard 1
Hazard 2
Hazard 3
Hazard 4



ROADWAY CHARACTERISTICS

Enter the parameters as they currently exist and after the project is constructed

	EXISTING	PROPOSED
Pavement Width (Curb to Curb or Edge to Edge)		
Number of Travel Lanes (Not Continuous Left Turn Lane)		
Continuous Left Turn Lane Width		
Shoulder Width		
Curb Placement		
Bicycle Lane Type		
Bicycle Lane Width		
Pedestrian Buffer *Width between curb and sidewalk*		
Sidewalk Placement		
Sidewalk Width[1]		

[1] Sidewalk with curb separation on both sides is required by TIB policy
Minimum width is **five feet** with NO obstructions
*Sections not meeting this standard require a Board Deviation **during** Design Phase*

Small City Arterial Program (SCAP)

THRESHOLD REQUIREMENTS

Eligible Agencies	Incorporated Cities with populations under 5,000
Local Match*	Cities under 500 - 0 percent Cities with 500 to 4,999 pop - 5 percent

***WSDOT participation expected for Projects on State Routes**

Eligible Streets	Arterial by TIB Definition
Project Limits	Located within city limits
Sidewalk	Required on **one** side of roadway
	Must meet ADA-minimum guidelines
	Minimum width 5 feet clear
	Hard, smooth surface
	Accepted Separation from traffic: Curb, swale or ditch

Project Costs

Eligible

- Project work within approved project scope
- Drainage necessitated by the roadway surface
- Right of way necessary for project
- Signalization meeting MUTCD warrants
- Illumination
- Landscaping & Aesthetics (3% of total eligible cost)
- Retaining walls necessitated by project

Ineligible

- Work outside the project scope
- Utility upgrades
- Unwarranted signals

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PROJECT SELECTION CRITERIA

		Maximum Points
SAFETY		**40**
Accident History & Potential (30 max)		
Correctable accident history • 1 point for each PDO • 3 points for each Injury • 10 points for a Fatality	0 to 10	
Potential safety hazards	0 to 20	
Existing Conditions (30 max)		
Pavement Width Deviation from Standards	0 to 15	
Shoulders		
Width	0 to 6	
Condition	0 to 3	
Adjacent Terrain	0 to 3	
Significant pedestrian/bicycle traffic	0 to 3	
Truck Route (5 max)		
T5 through T1 1 pt for T5 to 5pts for T1	1 to 5	
School Bus Route	2	
Transit Route	1	
PAVEMENT CONDITION		**30**
Visual Inspection of Existing Pavement (30 max)		
Pavement Ratings less than 50	0 to 30	
Rehabilitation Projects (15 max)		
Rehabilitation (overlay) project only	13	
Rehabilitation (overlay) project with sidewalk added	15	

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		Maximum Points
LOCAL SUPPORT		**30**
Planning (5 max)	0 to 5	
Economic or community development plan	0 to 3	
Active economic development or revitalization team	0 to 3	
Local Match (10 max)		
1 point for each 1% above minimum match	0 to 5	
Time-sensitive funding opportunity	0 to 5	
Network Development (10 max)		
Extends improvements	5	
Completes route to city limits	5 to 10	
Completes corridor	10	
Community Impact (20 max)		
Economic Generators	0 to 10 points	
Schools	0 to 5 points	
Public Buildings	0 to 5 points	
Services	0 to 5 points	
Residence Types	0 to 2 points	
MAXIMUM RATING		**100**

Sidewalk Program (SP)

Urban and Small City Subprograms

THRESHOLD REQUIREMENTS

Urban Subprogram

Eligible Agencies

- Incorporated cities with a population of 5,000
- Incorporated cities under 5,000 population located within a Federal Urban Area
- Counties with a federal urban area located in their boundaries

Minimum Width	5 feet with no obstructions
Must meet ADA-minimum guidelines	Yes
Surfacing	Hard, smooth surface
Accepted separation from traffic	Curb in most cases
Federally functional classified route	Yes
Minimum Local Match	20%

Small City Subprogram

Eligible Agencies	Incorporated cities and towns with population less than 5,000
Minimum Width	5 feet with no obstructions
Must meet ADA-minimum guidelines	Yes
Surfacing	Hard, smooth surface
Accepted Separation from traffic	Curb, swale or ditch
Eligible Routes	Serves TIB-Defined Arterial
Minimum Local Match	Cities under 500 - 0 percent Cities with 500 to 4,999 pop - 5 percent

Project Costs

Eligible

Minor drainage necessitated by the sidewalk
Retaining walls
Pedestrian (mid-block) signal
Pedestrian crossings (pavement flashers)
Pedestrian overcrossing/undercrossing
Landscaping & aesthetics (3% of total eligible cost)
Minor pavement patching due to sawcutting

Ineligible

Right-of-way acquisition
Roadway widening
Bicycle lane construction
Intersection traffic signal

Sidewalk Program (SP)

Urban and Small City Subprograms

PROJECT SELECTION CRITERIA

	Maximum Points
PEDESTRIAN SAFETY	**50**
Existing Conditions (30 max)	
Posted Speed	
25	1
30	3
35	5
40	7
45	9
50 or greater	10
Visibility	
Good to Poor	0 to 5
Existing Facility	
Walk in Travel Lane	15 to 20
Walk on Shoulder	
Condition (good to poor)	0 to 10
Width	0 to 5
Walk on Existing Sidewalk	
Condition (good to poor)	0 to 10
Width	0 to 2
ADA Barriers	0 to 3
ADA Retrofit of System *Small City PSMP Program Only*	0 to 15
Proposed Improvements (10 max)	
Separation from edge of travel lane to edge of sidewalk	0 to 10
Sidewalk width greater than 5 foot minimum	0 to 3
Accident History (25 max)	
Correctable Ped/Vehicle 10 per incident	10 to 20
Correctable Pedestrian only 5 per incident	5 to 15
Existing Hazards (15 max)	0 to 15

Sidewalk Program (SP)

Urban and Small City Subprograms

		Maximum Points
PEDESTRIAN ACCESS		**30**
Direct Access (30 max)		
Schools (5 pts per school)	0 to 15	
Public Buildings (2 pts per bldg)	0 to 6	
Central Business District	0 to 3	
Medical Facilities	0 to 3	
Senior Housing	0 to 3	
High Density Housing	2	
Activity Center	2	
Transit Facilities	2	
Improves Access (10 max)		
Schools (2 pt per school)	0 to 6	
Public Buildings (1 pt per bldg)	0 to 2	
Central Business District	1	
Medical Facilities	1	
Senior Housing	1	
High Density Housing	1	
Activity Center	1	
Transit Facilities	1	
Childcare Facilities	1	
Network Development (10 max)		
Completes gap(s)	5 to 10	
Extends existing sidewalk	0 to 5	
LOCAL SUPPORT		**20**
Community Impact (5 max)		
Effect of project on community	0 to 5	
Local Match (15 max)		
1 point for each 1% above minimum local match	0 to 15	
TOTALS		**100**